V. SUMMARY OF FINDINGS AND RECOMMENDATIONS

The Study Team conducted an extensive evaluation of transportation conditions in the Study Area. The main goals of this study were to examine existing and future transportation conditions and determine short-term and long-term improvements to reduce traffic congestion, especially during peak morning and evening travel hours; improve traffic and pedestrian safety; protect surrounding residential streets from traffic impacts; enhance transit service; and improve pedestrian transportation facilities in the study area.

The study was conducted with assistance from area residents[1]. The Study Team held two meetings with area residents to discuss existing transportation issues. The area residents provided additional input via e-mail, regular correspondence and meetings with DDOT and Consultant representatives. Input from residents was helpful in the identification of key transportation issues and the identification of future levels of development in the study area.

TRANSPORTATION ISSUES

The Study Team identified a wide variety of existing and forecast transportation issues. Transit issues included the problem of buses running along Connecticut Avenue not being able to remain on schedule due to downstream traffic congestion. Pedestrian issues included lack of sidewalks at critical locations, poor condition or missing ADA access ramps, and lack of pedestrian signals. Parking issues included a lack of parking enforcement. Traffic operations issues included congestion along major roadways and at critical intersections, speeding, cut-through traffic, lack of turn lanes at selected intersections and non-optimized signal timings.

TRANSPORTATION IMPROVEMENT RECOMMENDATIONS

The Study Team, with the assistance of area residents, developed an extensive list of preliminary suggestions that could be implemented to address the identified transportation issues. The Study Team evaluated the suggested improvements and developed an extensive list of short-term and long-term recommendations to address the identified transportation issues. These recommendations are shown in Figure 39. Planning level cost estimates for the implementation of each the recommended improvements are provided in Appendix L.

The implementation of these improvements would enhance transportation operations and improve safety in the study area. An improvement that would enhance traffic operations significantly is the optimization of signal timings throughout the study area. As shown in Table 11, with the exception of Tilden Street, existing Connecticut Avenue AM peak period signal timings are adequate, with little change in LOS or delay expected with the implementation of recommended improvements. At locations where delay is increased, such as Connecticut and Van Ness, the increased delay is usually the result of

[1] Appendix K summarizes citizens' comments received at public meetings.

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39. Transportation Issues and Recommendations

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11. LOS Comparison Table with Optimized Signal Timings and Recommended Improvements

improvements designed to enhance pedestrian safety and is low enough to be considered insignificant. It can be seen that in addition to Connecticut Avenue and Tilden Street, the recommended improvements and optimized signal timings will have a positive effect on Reno Road, with reduced delay expected at its intersections with Tilden and Van Ness Streets. With the implementation of short-term improvements, all intersections are expected to operate at LOS D or better during the existing AM peak hour.

During the 2012 AM peak period, the implementation of improvements would result in decreased delay at six of the 13 studied intersections. The only intersection expected to operate at LOS F is Reno Road and Van Ness Street, where current right-of-way restricts the ability to implement left turn lanes on Van Ness Street and the high overall intersection volume renders protected left turns on Reno Road ineffective.

With the implementation of optimized signal timings and recommended improvements, the existing PM peak period delay is expected to be reduced at nine of the 13 studied intersections. The increase in delay at the remaining intersections is expected to be insignificant.

During the 2012 PM peak period, recommended improvements and optimized timings will have a significant positive impact on the intersections of Connecticut Avenue and Tilden Street and Reno Road with Albemarle and Tilden Streets. As with the AM peak hour, most intersections with increased delay in the 2012 PM peak period have pedestrian improvements associated with them, such as the prohibition of right turns on red on southbound Connecticut Avenue at Van Ness Street.

During the evening and Saturday peak hours, both for existing and 2012 conditions, significantly improved traffic operations can be expected by optimizing signal timings and implementing recommended improvements. Generally, these improvements are expected to be enough to improve LOS by at least one letter grade.